

Table 1.21 - Two-way existing and estimated future HGV percentages and average (all vehicle) speeds in mph, for road links affected by the proposed new community at An Camas Mor, Aviemore.

Link	FROM	TO	2008 HGV %AGES	2018 HGV %AGES	AVERAGE SPEED	
					2008	2018
A9 south	Aviemore Southern Junction	South	16.8	17.6	55	54
A9 north	Aviemore Southern Junction	North	19.0	20.5	55	52
A9 Junction Link Road	A9	B9152	6.4	6.8	24	21
B9152 south	A9 junction link rd	South	2.0	2.4	42	41
B9152	A9 junction link rd	B970	4.7	5.0	45	42
B9152 in Aviemore	B970	Aviemore central	4.7	5.0	28	23
B970	B9152	'Sub-Stat' Rd	2.9	3.1	30	26
B970	'Sub-Stat' Rd	Nethy Bridge Rd	2.9	3.1	35	36
B970	Ski Rd	An Camas Mor SE access	2.0	2.1	32	34
B970	An Camas Mor SE access	North	2.0	2.1	43	41
Ski Road	B970	Glenmore	1.8	1.8	45	44
'Sub-Stat' Rd	B970	An Camas Mor	-	2.2	-	35

Note - Growth factors were derived from surveyed information by the application of the National Road Traffic Forecasts (NRTF 1997) using the 'high' forecast.

1.9 Summary and Conclusions

Walking, Cycling and Public Transport

1.9.1 The design of the proposed development would ensure that the public bus system was extended or supplemented so that all residential accommodation would lie within 400 metres of the revised public bus system.

- 1.9.2** This would be further reinforced by ensuring that the bus system was put in place at the earliest possible stage of the development.
- 1.9.3** A linked system of footway, footpaths and cycleways would be introduced into the development to maximise the use of non-motorised modes of travel.

Other Transport infrastructure

- 1.9.4** Surveys were carried out of existing traffic movements in the surrounding area. The results of these were projected forward to the design years of 2028 (for the 'full' development) and to 2012, 2016 and 2018 (for the phases). These were used to compare the road and junction situations without the proposed development, with the situation with the proposed development traffic.
- 1.9.5** This comparison showed that there would be no significant adverse traffic impact on the general road network or junctions due to the proposed development.
- 1.9.6** However, as a result of the proposed development, there would be increases in road traffic flows on the immediate approaches to the site. But, at a distance beyond four junctions from the development, these increases would be insignificant in total traffic terms.

Junctions

- 1.9.7** The development will have an impact at the new junctions at the ends of the proposed distributor road. These would be designed to comply with the Highland Council standards and also to the government's Design Manual for Roads and Bridges.
- 1.9.8** Traffic capacity calculations have been carried out and all junctions, with one exception, would be well able to accommodate the expected traffic flows, including the existing traffic movements that would be likely to divert to the proposed distributor road. The exception is the Aviemore southern access junction on the A9 trunk road.
- 1.9.9** This junction is situated on a high-speed section of the A9 and is designed to permit all movements to take place. The southbound slip road from the link road onto the A9 is of limited length and does not conform to current design guidance, as set out in the Design Manual for Roads and Bridges (DMRB).
- 1.9.10** The Scottish Government has plans to improve the whole length of the A9 trunk road to current dual carriageway standards between Perth and Inverness. No firm date has been put on this improvement but it is reasonable to expect that the 'Aviemore' section will be carried out near the beginning of the process because of the relatively large proportions of present-day traffic that either turns into Aviemore or onto the A95 to Elgin. Any such improvement would include major improvements to these junctions.

Parking in the surrounding area

- 1.9.11** The proposed development would be self-sufficient in parking so there should be no overspill parking in the surrounding area.

Green Transport Opportunities

- 1.9.12** Green transport has been considered as an integral part of the preparation of this planning application at all stages of its design. A travel plan framework has been discussed in chapter 5 of this report and modal split targets for journey-to-work movements have been proposed. Several opportunities have been identified and these would be included as part of the Travel Plan for the development.

Overall Conclusions

- 1.9.13** The proposed scheme is both practical and achievable. As such, it should encourage walking, cycling and public transport usage. This proposal complies with national policy and the traffic generated by it is capable of being accommodated satisfactorily on the present road and future (proposed) networks.